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The Daily Press.

HONGKONG, JUNE 13th, 1914.

MR. ASQUITH'S Government is a long time making up its mind as to how to deal with the Suffragette organisation which is responsible for the many disgraceful outrages that have been committed in Great Britain during the last few years, but the latest abominable outrage in the historic Abbey of Westminster should promptly lead to more drastic measures than have been adopted heretofore. How the burning of churches, the desecration of graveyards, the destruction of national treasures, to say nothing of the burning of private residences, the smashing of shop windows, and rudeness to Ministers of the State and even to the King himself can be considered to advance the cause of Woman Suffrage we are at a loss to understand. The behaviour of these hysterical women shocks the public conscience and their claims are discredited by the very madness of the means they resort to in order to attain them. We can scarcely affect surprise when the leading organ of British public opinion demands more drastic measures for the suppression of their "militancy," and goes the length of advocating that the women sent to prison for participating in this organised campaign of lawlessness should be left to die of hunger, if they refuse to take food. The regularity with which the leaders of the movement go to prison and get liberated after a week

Or so on medical advice because they have starved themselves to the very verge of complete collapse makes a mockery of judicial punishment, but the Home Secretary defends what has come to be known as the "Cat and Mouse Act," and contends that the "let-them-die" policy would only be a greater incentive to militancy. It is very doubtful if the plan which the Government proposes to adopt will be any less an incentive to militancy, though it is one which ought to have been tried long ago. The wealthy women who support the organisation are manifestly as criminally responsible as the women in the pay of the organisation who commit these outrages. Mr. McKenna spoke of the subscribers as consisting mainly of "rich women who were using their wealth against society and who pay unfortunate victims to undergo the horrors of starvation while they themselves live in luxury." If supplies were cut off, the Home Secretary said, the last would soon be heard of the Pankhursts; but it will probably be found that the "cutting off of supplies" is not quite as simple a business as it seems. It is nevertheless a plan which has to be tried before Lord Robert Cecil's suggestion of exile to a "suitable island" can be seriously entertained. The strength of the movement cannot be ignored, and while the outrageous and sacrilegious acts committed in the interests of the cause have created nothing but disgust and loathing in the minds of the vast majority of women, it is doubtful if it can be said that it has caused any decline in the membership of the numerous societies which now exist in Great Britain for putting forward the claims of women to the Parliamentary Franchise. There are, for instance, according to the latest returns, something like 450 societies affiliated to the National Union of Women's Suffrage Societies, and there are others working on independent lines, many of them, fortunately, completely out of sympathy with the criminal methods of the militants. The total membership of all these societies must run into many thousands, and between them they have quite an army of paid women lecturers and organisers working all over the country, so that they must be well supported by the rich. The Women's Social and Political Union—the Society with which Mrs. PANKHURST and her daughters are identified—is by no means numerically the strongest of the many societies demanding suffrage for women, and we doubt if the silencing of the PANKHURSTS alone would put an end to Militancy. The crimes committed have not been the work of members of one particular society, and therefore, it is impossible to have much confidence in the success of the Government's new plan for dealing with these continual crimes against society. The effort, however, will receive every encouragement even from those who while keenly sympathising with the object these mad women seek to achieve by incendiarism and vandalism, strongly disapprove of their methods, and it will be watched with hopeful interest throughout the world. In the present century no less than five Bills intended to give the Parliamentary suffrage to women have passed their second reading in the House of Commons, and some day a measure of this description will doubtless become the law of the land, but no reasonable being can believe that the day will be hastened by the criminal tactics adopted by the militant section of its women advocates.

The German mail of the 13th May was delivered in London on the 11th June.

Mr. Paul H. King, latterly Commissioner of Customs at Poochow, has been transferred to London, where he will fill the position of Resident Secretary to the Inspector-General. Mr. and Mrs. King will leave for England at an early date.

Within six weeks of his arrival in the Colony Mr. A. Vincent, First Assistant in the Expense Accounts Department of the Naval Yard, died at the Naval Hospital on Thursday from typhoid fever. The deceased, who was 43 years of age, leaves a mother in England to mourn his loss. He was buried at Happy Valley on Thursday evening, the Rev. Mr. Titchborne, Naval Chaplain, conducting the funeral service.

During the typhoon in the Inland Sea of Japan in the early part of the month, the Pacific Mail steamer *Mongolia* rescued 14 Japanese fishermen in the midst of a raging gale. The fishermen's sampans had capsized, leaving them struggling in the water, and it needed very clever manipulation to allow of the steamer getting sufficiently close to haul the Japanese on board. The water being too choppy to lower a boat, lifeboats attached to ropes were thrown over to the fishermen, who were afterwards landed at Moji. Captain Rice was thanked by the Japanese authorities for his services, and was told that he would hear further through the Foreign Office.

DUBLIN UNIVERSITY HONOURS
SIR HENRY MAY.

The University of Dublin has conferred, *honoris causa*, the degree of LL.D. upon H.E. Sir F. H. May, K.C.M.G.
Sir Henry graduated at the University in 1891.

TO-DAY'S OUTWARD MAILS VIA
SIBERIA.

Our attention was drawn yesterday to the fact that the official mail notice issued yesterday afternoon contained no announcement of the dispatch of a Siberian mail to-day, the usual B. & S. steamer being put in the list for Sunday (too late to make the connection), and a mail being sent forward yesterday by the *Feiching*, closing at 3 p.m.

This change in the mail notice occasioned strong comment probably in many offices. It will therefore be consoling to many to observe that this morning's mail notice, published on our last page, shows that two mails for Europe *via* Siberia will be closing to-day, one at 11 a.m. and the other at 3 p.m. There is no mail closing at 5 p.m., as is usually the case on Saturdays.

MIDNIGHT "MUSIC" AT
KOWLOON.

"ONLY A CORPSE COULD SLEEP."

Before Mr. Wood at the Magistracy yesterday the story of what was described as "a drunken orgie" was related. Franz Otto Hermann Kellinghusen, of No. 3, Aimal Villas, Kowloon, was summoned for causing, or allowing to be caused, on the night of the 31st May, a disturbance calculated to disturb the tranquillity of the neighbourhood.

Commander Beckwith, Harbourmaster and Marine Magistrate, gave evidence. He deposed that he lived at Glenholme, Kimberley Road, which was about 300 yards from the defendant's house. The orgie started at about 10 o'clock and continued until 2.15 the next morning. Pandemonium reigned, and there was singing, shouting, cheering, "tigers," "lions," and all the rest of it. (Laughter.) A piano and a gramophone were also played. It was a respectable neighbourhood, and the people objected to being disturbed in this way. "Nothing but a corpse could get sleep," declared the witness.

Corroborative evidence was given by Mr. Alexander Mickie, of No. 2, Aimal Villas, who said that this was not the first occasion upon which such a thing had happened.

Defendant said he was entertaining guests, and they were a bit jolly, but he did not think that it was calculated to disturb the tranquillity of the neighbourhood. A piano could be heard 1,000 yards away on a still night, so it would be quite easy for Commander Beckwith to hear one being played at a distance of only 300 yards.

His Worship held that the defendant had caused a noise calculated to disturb the tranquillity of the neighbourhood, but as this was the first case against him he did not propose to inflict a penalty. The Magistrate warned the defendant, however, that if he appeared for the same thing again, he would have to record a conviction, and would fine him.

HONGKONG BRANCH OF THE
CHINA ASSOCIATION.

The annual meeting of the Hongkong Branch of the China Association was held on the 11th instant, in the board room of Messrs. Jardine, Matheson & Co., Ltd. Among those present were:—Hon. Mr. D. Landale (in the chair), Hon. Mr. H. E. Pollock, Messrs. G. T. Edkins, A. G. Stephen, H. W. Bird, S. Dodwell, P. Tester, W. L. Pattenden, A. R. Linton and L. N. Leefe (Hon. Secretary). The Chairman, after addressing the meeting on the working of the Branch for the past year, proposed the adoption of the accounts, which were unanimously passed.

The following were elected to serve as the Committee for the ensuing year:—Hon. Mr. D. Landale (Chairman), Hon. Mr. H. E. Pollock, Messrs. Stanley Dodwell, C. Montague Edg, G. T. Edkins, P. H. Holyoak, W. G. Humphreys, A. G. Stephen and L. N. Leefe (Hon. Secretary).

[It has been customary in former years to allow the annual meetings of the Association to be fully reported, but this practice has been departed from on the present occasion, the above report being supplied officially.—Ed.]

At the Magistracy yesterday, the female prisoner and the two last male prisoners charged in connection with the piracy of the *Childar* were discharged by the Magistrate. The case against the others was adjourned, and at the next hearing the Captain of the *Childar* will give evidence.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SUFFRAGETTE
PROBLEM.
GOVERNMENT'S PROPOSED
ACTION.

LONDON, June 12th.

Lord Robert Cecil, during discussion in the House of Commons on the Home Office Estimates, raised a debate on the Suffragettes, and strongly advocated the deportation of the women to a suitable island.

Mr. Reginald McKenna, the Home Secretary, admitted that public irritation was growing. He deplored the rudeness of the Suffragettes in the presence of Their Majesties at Court, and appealed to the Press to cease advertising the Suffragettes. He declared that a "let them die" policy would only be a greater incentive to militancy. He defended the Cat and Mouse Act. He said he hoped, however, that the Government would have sufficient evidence to bring action against the subscribers to the funds of the Militants, making them liable for all damage. These subscribers were mainly rich women, who were using their wealth against Society, and paid their unfortunate victims to undergo the horrors of starvation while they themselves lived in luxury. If the supplies were cut off, the last would soon be heard of the Pankhursts. He added that the Government were considering a criminal charge against the subscribers.

BOMB EXPLOSION IN WEST
MINSTER ABBEY.

After Mr. McKenna had spoken, a bomb exploded in Westminster Abbey under the Coronation Chair, damaging the famous Stone of Scone.

Two loud reports were heard in the House of Commons. Some of the M.P.'s instantly went towards the Abbey.

It is understood that the fabric of the Abbey was also damaged.

The police afterwards took possession of the Abbey, and arrested two women. The Coronation Chair was damaged, and the pavements outside shaken. A lady fainted from shock.

A well-known M.P., who was allowed to enter the Abbey, said that a pinnacle of the Coronation Chair was blown off. The other breakages were not important.

An official statement says that a small bomb exploded in the immediate proximity of the Coronation Chair. It is supposed that it was placed there by one of a party of sightseers. The damage is slight, and is easily replaceable. A portion of wood had been broken off, and some stone carving and a screen damaged. Iron nuts, contained in the bomb, which was made of thin metal, an exploded fuse, and a feather box were found near by.

The two women who were detained by the police have been released, and there was no further arrest up till midnight.

HOOTING AT THE MENTION OF
THE KING.

At a meeting of Militants at Bayswater on Thursday evening the speakers accused the King of being behind the Government's repression, and the name of His Majesty was hooted.

In this connection it is noteworthy that Mr. McKenna yesterday emphasised that the King had committed no unconstitutional act in not receiving a Suffragette deputation. His Majesty acted on the advice of the Home Secretary in the matter of audiences.

BIG LABOUR COMBINE.

LONDON, June 12th.

The National Transport Workers' Federation have approved of their alliance with the General Labourers' National Council.

THE CANADIAN LOAN.

LONDON, June 12th.

The underwriters of the Canadian Loan will take 88 per cent.

KAISER VISITS AUSTRIAN
ARCHDUKE.

BERLIN, June 12th.

The Kaiser has gone to Konopischt to visit the Archduke Franz Ferdinand.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CRISIS.
GROWTH OF NATIONALIST VOLUNTEERS.

LONDON, June 12th.

Mr. A. Birrell, replying to Lord Robert Cecil, said that the figures which had been supplied to him showed that the Nationalist Volunteers totalled 80,000, but this number varied daily. He had no information as to the number of arms, but the Government was giving its attention to the action of both forces.

LIBERAL MALCONTENTS AND GUN-RUNNING.

At an anti-gun-running demonstration at Glasgow, at which the speakers were Mr. Neil Primrose, M.P., and Mr. A. Roch, M.P., a resolution was carried regarding the decision of the Government to refrain from prosecutions.

The Secretaries of the Nationalist Volunteer Committees have issued a Manifesto demanding the withdrawal of the Proclamation prohibiting the importation of arms into Ireland.

ULSTERMEN "WILL NOT SUBMIT TO A DUBLIN PARLIAMENT."

Mr. Bonar Law, M.P., the Leader of the Opposition, opened a Scotch campaign at Inverness, and dealt at length with the Ulster outlook. He said it was a conflict between the Government and the nation, in which the nation was bound to win. Whatever calamities were ahead, the determination of the Ulstermen was fixed. No cleverness, or manoeuvring would make them submit to a Dublin Parliament.

THE AMENDING BILL.

In the House of Commons Mr. Asquith, the Prime Minister, announced that the Amending Bill would be introduced in the House of Lords before the Home Rule Bill if the Opposition so desired.

SCENE IN THE HOUSE OF
COMMONS.

LONDON, June 12th.

At question time in the House of Commons, Mr. Asquith, the Premier, said he had not understood Mr. Lloyd George to suggest, when speaking at Cricketh, that there had been mutinies in the Army. There had been no mutiny.

A heated scene then arose between the Opposition and Mr. Lloyd George, and the latter explained that he was referring to the incitement of Opposition leaders.

After further interruption Mr. Lloyd George said that he had mentioned that the Opposition was crowing over a prospective mutiny. (Cries of "Dung-hill.")

Mr. Lloyd George (hereby)—Yes, on their own dung-hill.

ENGLAND AND RUSSIA.

NO HAMPERING AGREEMENT TO BE MADE.

LONDON, June 12th.

In the House of Commons Sir Edward Grey, Foreign Minister, replying to a question as to whether an Anglo-Russian Naval Agreement existed, quoted Mr. Asquith's statement regarding a military agreement, that if war arose there were no unpublished agreements which would restrict or hamper Britain's freedom of action. Sir Edward Grey emphasised the fact that that remained true to-day, and added that no such agreements were likely to be made.

SALVATIONIST CONGRESS.

LONDON, June 12th.

The Salvation Army Congress opened at the Albert Hall to-night. There were 2,100 overseas delegates, speaking 34 languages. The Indian and South American sections are among the most interesting of the large gathering.

HIS MAJESTY'S WELCOME TO THE CONGRESS. There was a solemn scene as the remnant of the Canadian delegation passed along in the procession of the nations.

A message was read from the King, as follows:—"I join in the welcome to the Congress. I have for many years watched with deep interest your work for the people, especially for the less fortunate citizens of the Empire, and trust that the blessing of God will continue on your work of self-sacrifice and unselfish zeal."

DEATH OF A GRAND DUKE.

LONDON, June 12th.

The death is recorded of the Grand Duke of Mecklenburg-Strelitz.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DUKE OF CONNAUGHT'S
DEPARTURE FROM CANADA.

ELOQUENT TRIBUTES TO HIS ABILITY.

OTTAWA, June 12th.

The House of Commons voted an Address regretting the departure of the Duke of Connaught, at the conclusion of His Royal Highness' term as Governor-General, and assuring His Majesty the King of the unalterable devotion of Canadians.

Mr. Borden, the Prime Minister, and Sir Wilfrid Laurier, the Leader of the Opposition, in eloquent speeches, paid tributes to His Royal Highness' ability, sympathy, and tact.

THE PANAMA CANAL TOLLS
QUESTION.

SENATE REPEALS THE EXEMPTION CLAUSE.

WASHINGTON, June 12th.

The Senate, by 53 votes to 24, defeated an amendment to allow the dispute on the Panama Canal Tolls Exemption Repeal to be carried to the Supreme Court.

The Senate ultimately passed the Panama Canal Tolls Exemption Repeal Bill by 50 votes to 35.

ARMS SMUGGLING IN MEXICO.

TAMPICO, June 12th.

The steamer *Antilla*, which is supposed to have on board a cargo of arms, has arrived in port.

RUSSIAN ESPIONAGE IN
GERMANY.

SEVERE SENTENCE ON A CLERK.

LEIPZIG, June 12th.

A clerk named Rosenfeld was sentenced to 15 years' penal servitude and fined £500 for espionage in favour of Russia.

THE ITALIAN RIOTS.

ROME, June 12th.

The newspaper estimate of the strike riots casualties is 14 killed and several hundred injured.

SOUTH AFRICA AND INCOME-TAX.

CAPE TOWN, June 12th.

The Government has been twice defeated on the amendment to bring the Premier into under the Income-tax Bill, which has been strongly opposed.

ENGLISH COUNTY CRICKET.

LONDON, June 12th.

Surrey beat Leicestershire at Loughborough by 57 runs.

BRITISH MOTOR RACING.

LONDON, June 12th.

The result of the race for the Motor-car Tourist Trophy, which took place in the Isle of Man, over a 600 miles course, is as follows:—

Lee Guinness, Sunbeam, 10 hours 37 min. 49 sec.

Riecken, Minerva, 10 hours 57 min. 33 sec.

Molon, Minerva, 11 hours 22 min. 20 sec.

HOME TURF.

RESULT OF NEWBURY CUP.

LONDON, June 12th.

The result of the Newbury Summer Cup run at Newbury on the 11th inst. was as follows:—

Florist 1

Marten 2

Son-in-Law 3

Betting:—100 to 6 Florist and Son-in-Law; 7 to 2 Marten. Won by two lengths; same distance between second and third.

AMERICA CUP DEFENDERS'
TRIALS.

NEW YORK, June 12th.

Resolute won the second race by 70 seconds.

CORRESPONDENCE.

A DISCLAIMER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 12th June, 1914.

SIR,—Referring to your report of the proceedings in the Morphine case now engaging the attention of the Supreme Court of Hongkong, I wish to bring to the notice of the public that the Mr. Cruz therein referred to is not Mr. H. Cruz, of the firm of H. Cruz & Co., who is now in London on business.—Yours faithfully,

CHAN WOON MAN.

Attorney for Mr. H. Cruz.

14, Des Vaux Road.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

THE LATE JAPANESE MINISTER
TO CHINA.

PEKING, June 12th.

The ashes of H.E. Mr. Yamaza were yesterday ceremoniously conducted from the Japanese Legation to the railway station. Each Legation sent a guard of honour of thirty men, and a battalion of Chinese troops escorted the procession to the station. A representative of the Chinese Foreign Office attended the urn, which was received at Tientsin by the Chinese Admiral Li Ling-hsin and thence conducted in a special train to Chingwantao.

ADMINISTRATION REORGANISATION.

PEKING, June 12th.

A Presidential Rescript promulgates regulations regarding the powers vested in the Department of Finance. The provincial administrations must in future render the Finance Minister detailed accounts yearly in the month of March.

Another Presidential Order relates to the judicial affairs of the provincial administrations. Until further orders, these affairs will be directly controlled by the Minister of Justice. If, however, this should prove inexpedient in practice, the President will eventually entrust the judicial affairs to the Provincial Governors. Annual reports on the working of the Judicial Department are required to be forwarded to the Minister in the Spring.

EUROPEAN SERVICE.

THE RUSSIAN NAVY.

BERLIN, June 11th.

The Russian Government has planned this coming autumn to ask for a naval vote of 600 million roubles, to be partly used for the increase of the Black Sea fleet.

The Chief of the General Staff of the Russian Navy is going to France to inspect the French fleet.

ITALY AND ALBANIA.

BERLIN, June 11th.

The Marquis di San Giuliano informed the Italian Chamber that new identical instructions had been issued to the Italian and the Austrian representatives at Durazzo, providing for the support of the Prince, and the International Commissioners of Control. They did not admit of any preponderant influence by either Austria or Italy. Declarations had been made to the European Concert by Serbia, Greece and Bulgaria that they would uphold the integrity of Albania and the decisions reached at the London Conference.

THE ANTI-GREEK MOVEMENT
IN BULGARIA.

BERLIN, June 11th.

The Bulgarian Government have suppressed the anti-Greek movement and the city prefect at Sofia has been dismissed. The Greek Church has been handed back into the care of the Greek Legation.

LABOUR TROUBLES IN ITALY.

BERLIN, June 11th.

The general strike has been suppressed at Rome, Florence and Naples. Acclamations were made to the King, the Army and the Government. There was a fight at the barricades erected in Rome.

DENMARK AND NORTHERN
SCHLESWIG.

BERLIN, June 11th.

Referring to the German Chancellor's speech on the situation in northern Schleswig, the Danish Foreign Secretary, Mr. Scavenius, told the Folkething at Copenhagen that Danish Nationalists should respect the conditions laid down by treaty with Germany. The Danish policy of neutrality demanded, as a condition of the independence of Denmark, that there should be no inclination towards any side.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

A LOAN FOR BULGARIA.

BERLIN, June 11th.

The negotiations for a loan to Bulgaria have been resumed in Berlin. A German official communication describes as malicious an article in the *Echo de Paris* alleging that arrangements had been made by Germany and Austria on the Mediterranean question at Konopisch behind the back of Italy.

THE TREATMENT OF
TUBERCULOSIS.

BERLIN, June 11th.

At a meeting of the Medical Society of Berlin, when Dr. Friedmann's treatment of tuberculosis was discussed, all the speakers condemned it.

THE DUKE OF MECKLENBURG.

BERLIN, June 11th.

The Grand Duke of Mecklenburg is seriously ill.

AN OFFICIAL APPOINTMENT.

BERLIN, June 11th.

The Under-Secretary of State, Herr v. Bismarck-Rotho, has been appointed Provincial Governor of Posen.

THE ITALIAN STRIKE RIOTS.

CONFIDENCE IN THE GOVERNMENT.

BERLIN, June 11th.

The Italian Chamber of Deputies have rejected a vote of censure on the attitude of the Government towards the general strike.

SERVIAN GOVERNMENT NOT TO
RESIGN.

BERLIN, June 11th.

The Servian Government will remain in office.

THE ALBANIAN INSURGENTS.

BERLIN, June 11th.

The discord amongst the rebels at Durazzo is evident, and it is hoped that they will come to an agreement with the Government.

LEAGUE TENNIS.

CIVIL SERVICE v. KOWLOON "B."

At Kowloon, 4.30 p.m. to-day. Civil Service—J. R. Wood, R. E. Lindsell, E. B. Reed, F. A. Biden, R. E. O. Bird and R. C. Barlow.

HONGKONG TENNIS LEAGUE.

Half the matches have now been played off. The positions of the teams are as follows:—

	P.	W.	L.	Pts.
Kowloon "A"	4	4	0	8
Craigengower	4	3	1	6
Club de Recreio	4	3	1	6
Kowloon "B"	4	2	2	4
Olympic	4	2	2	4
University	4	2	2	4
Chinese Recreation Club	4	1	3	2
Y.M.C.A.	4	1	3	2
Civil Service	4	0	4	0

ROYAL HONGKONG GOLF CLUB.

The play for Captain's Cup and Pool over Happy Valley on the 6th, 7th and 8th June resulted as follows:—

	P.	W.	L.	Pts.
Mr. A. P. Bungey	98	18	80	
Mr. F. Bevington	92	11	81	
Mr. C. H. Gale	96	12	84	
Mr. C. Humphreys	95	10	85	
Mr. F. Maitland	112	18	94	

* Qualifies for Cup.
+ Wins Pool.
22 Entries.

THE NEW JAPAN-SHANGHAI
CABLE.

The *Nagasaki Press* states that an official of the Communications Department is reported to have said that the work of laying the new cable between Nagasaki and Shanghai has begun. The landing station at Woosung and receiving office at Shanghai are in course of erection. On this side the overland wire from Mogi, where the cable will land, and Nagasaki has been laid. The cable and other materials will arrive in Nagasaki in July and the deep sea work will immediately be commenced. It is not expected that the cable will be ready for public service before November.

The directors of Whiteaway, Laidlaw & Co., in their report for the year ended February 28th, 1914, state that the profit amounted to £129,790. It is proposed to pay a final dividend of 5 per cent, making 10 per cent. per annum, free of tax, on the Ordinary shares; to carry to the reserve fund £28,744, making the reserve £290,000; to pay to the trustees of the Employees' Provident Fund £21,000; and to carry forward £4,397 to the next year's account.

SUPREME COURT.

Friday, 12th June.

IN SUMMARY JURISDICTION.

BEFORE THE PRINCIPAL JUDGE, MR. F. A. HAZELAND.

TROUBLES OF A MESS.

The case was resumed in which Lo Shiu Ki, trading under the style of the Pun Store, sued S. McKnight, of the Naval Yard, for \$1,000, due for goods sold and delivered.

Mr. G. Norrington (of Mr. G. K. Brutton's office) was for plaintiff, and Mr. Crowther Smith defended.

Mr. Smith said the real question was whether defendant was customer or guarantor to the plaintiffs. It was not clear in which way the plaintiffs regarded him and therefore it was for him to face both possibilities. Plaintiffs were suing for goods sold and delivered in November and December last, and they depended for making the defendant liable on an agreement made in July, a letter written by defendant, and also on his conduct between July and December. There was, he held, a considerable conflict of evidence on important points. On the plaintiffs' own admission there was nothing owing by the defendant on August 31st, and defendant said that whatever agreement he had with plaintiffs came to an end on August 31st. On that same day also defendant told plaintiffs that they must in future trust the steward, and also that they were not to again attend at the Yard at the end of the month. From this time onward the mess money was paid to the steward, who was to buy the goods, and it was assumed that he was paying the money to the Pun Store. The plaintiffs had acquiesced in this arrangement; that the goods were to be supplied on the steward's credit only. On December 23rd the steward disappeared, and on the 24th Lo Shiu Ki (of the plaintiff firm) went to the Naval Yard and asked for payment of the account due from December 1st to 23rd. This money, of course, had been paid by the members of the mess, and the defendant promised to call a meeting of the mess and ask the members what they would do. The meeting was called and the members, realising that they could only get a discharge for their mess money by obtaining a receipt from the steward, wisely decided that, as things stood, they would not be justified in paying the money demanded by the plaintiffs. This decision was conveyed to the plaintiffs by the defendant. It was clear, he held, that no claim could be rested on the defendant's letter, and then the plaintiffs went back on defendant's "conduct" between July and December. They held that his conduct during that time showed that he was a customer, but he (Mr. Smith) considered that the facts which had been revealed showed that this could not be so.

Defendant's solicitor added that there had been a lot of "muddling," but he was glad to say that none of it had been able to stick.

Mr. Norrington contended that defendant's conduct all the way through the transactions showed that he was the principal, and his conduct led the plaintiffs to look to him also as the principal. The evidence which had been given went to show that this was so. The mess book was signed as caterer by people other than the Chinese steward, and those other people were all Europeans. That was admitted. It was also obvious that defendant's conduct throughout was a combination of president and caterer, and if defendant carried on the caterer's book in the way he had done he made himself responsible. The defence said that the Chinese steward was paid \$20 per month by each member of the mess and that he acted in the capacity of an independent caterer, but that was not so; if he did do this for the members the Chinaman was acting in the capacity of a "special agent," and not a caterer. He had never signed as caterer, but was paid by Government as a servant of defendant, who was responsible for what he did in the course of his employment.

The hearing was adjourned until Monday, when Mr. Norrington will deal with further points.

DEATH OF MR. H. A. RITCHIE.

We regret to observe in the *Weekly Times* of the 22nd ult. an announcement of the death of Mr. H. Allan Ritchie, the West End Manager for the P. & O. Company in London. He died on the 10th ult. at Cateshall Manor, Godalming, at the age of 56. Mr. Ritchie spent over twenty years in the East. He came out in 1879 or 1870 and spent the greater part of his time either in Shanghai or Hongkong, though during some part of his service he was in Japan and India. He went home in 1901, after being superintendent for the P. & O. Co. in Hongkong for about six years.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 12th June state:—

Business in local stocks continues very restricted, the chief interest being still in Langkats, but prices generally have been well maintained, and in some instances advances have been established. The London market for "Oils" has improved to some extent, but "Tins" and "Rubbers" have ruled quiet and close at about last week's rates. Fine Hard Para is quoted at the close at 2/0 1/2, and Plantation Sheets at 2/4. The open market rate of discount is again easier at 2 1/2 per cent., but the Bank of England rate remains unaltered at 3 per cent. Bar Silver closes quiet at 26 1/2 d. for ready, and 26 1/2 d. forward, and sterling T.T. at 1/10 13-16. Shanghai T.T. is quoted at 74, Singapore T.T. at 81 1/2, and Consols at 74 ex div.

BANKS.—Hongkong and Shanghai in sympathy with an advance in London to £4.10-0 have advanced locally to a buying quotation of \$820 after sales at \$810.

MARINE INSURANCES.—Unions have been booked at \$775 and \$780, and close with probable buyers at the latter rate. Cantons have sold and close in further request at \$810.

FIRE INSURANCES.—Chinas have improved to a buying quotation of \$150 and Hongkong to \$230, but no business has transpired.

SHIPPING.—China and Manilla are in request at \$8, and Douglases at the improved rate of \$30. Steamboats have been booked at \$27, and more are wanted. Indo-Chinas and Star Ferries are quiet with sellers at \$35 and \$40 respectively. There are buyers of Shell Transports at 104/- after sales at various rates from 102/6 to 104/- cum dividend.

REFINERIES.—China Sugars are a quiet market with sales and probable buyers at \$79. Luzons continue on offer at \$23, and a lower bid would probably be accepted.

MINING.—Kailans are wanted at 37/3, and Tronchs could probably be placed at 28/6. Rains continue on offer at \$3.

ONLS.—Langkats have ruled fairly steady with sales round about Tls. 53 for cash and Tls. 54 to Tls. 55 for July delivery, closing with buyers at Tls. 52 1/2 cash and Tls. 54 July. Ural Caspians have been done at 46/9. Mexican Eagles are quoted at 39/6, British Burmahs at 4/6, and Mallops at 12/-, all middle price.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled fairly steady with sales at \$82 and \$82 1/2, closing with buyers at the former rate. Kowloon Wharves are obtainable at \$84, after sales at this rate and at \$83. Shanghai Docks close with a nominal quotation of Tls. 57, and Hongkong Wharves at Tls. 97.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have advanced to \$114 with sales and buyers. West Points are wanted at \$72 1/2, and Humphreys Estates at \$71. Kowloon Lands are quiet at \$44. Hongkong Hotels after sales continue in request at \$125.

CORRUM MILLER.—Ewos have improved to a buying rate of Tls. 123, and Shanghai options to Tls. 111. There are sellers of Hongkong at \$74, and buyers of Kung Kung at \$74 1/2. Lau Kung Mows and Internationals close quiet and without feature at Tls. 82, and Tls. 75 respectively. Soy Chees could probably be placed at Tls. 39.

MISCELLANEOUS.—China Providents have been booked at \$4, China Borneos at \$11, Union Waterboats at \$19 and Ices at \$200. There are buyers of China Lights at \$4.10, Cements at \$5.30, Ropes at \$24, Peak Trams at \$2, and Hongkong Trams at 9/- cum div. after sales at 9/3. Dairy Farms are obtainable at \$39, Electric at \$41, and Steam Laundries at \$5. Watsons have been booked at \$7.30, at which they close steady.

Messrs. Vernon & Smyth's wire quotations from London dated 11th June are as follows:—

Tronoh Mines	28/9
British Burmah Petroleum	4/6
Ural Caspian Oil	47/6
Hongkong and Shanghai	£84 10/- sellers.
Banks	8/-
United Serdang	39/6
Mexican Eagle	10/-
Rubber Plant. Inv. Trust	10/-
Malikop Premier Oil	105/-
Shell ("Beaver")	150/-
Indo-China (Combined)	23/9
Chinese Engineering	9/3
Hongkong Electric Trams	1/-
Yantai Trust, Ltd.	2/9 1/2
Yantai Hard Para	2/4
Plantation	2/4

Tone of the Rubber Share Market—Firm.

Tone of the Tin Share Market—Quiet.

FAR EASTERN MAIL CHANGE.

The Post Office in London announced last month that mails for the Far East for transmission by the P. & O. Company will be dispatched from Liverpool on alternate Wednesdays in future instead of on alternate Fridays. Consequently mails will be closed at the General Post Office in London at midnight on the alternate Tuesdays.

The first mail closing under the new arrangement was at midnight on Tuesday, May 26th.

COMPANY REPORTS.

HONGKONG TRAMWAY COMPANY,
LIMITED.

The report of the Directors is as follows:—
The Directors submit herewith the audited Statement of Accounts for the year ended 31st December, 1913.

After charging £10,355. 6s. 7d. for year in respect of Depreciation of Track, Rolling Stock, Cables, Power Plant, &c., the balance of profit brought down is £19,848. 8s. 3d. From this must be deducted the Debenture Interest £9,399. 11s. 8d.

Showing a net profit for the year of £10,448. 10s. 7d.

To which should be added the amount brought forward from the last balance sheet, after allowing for the final dividend of £4,002. 10s. for 1912 £7,127. 1s. 6d.

Making an available balance of £17,575. 11s. 3d.

Of this, the interim dividend for the six months ended 30th June 1913, at the rate of 5 per cent. per annum, paid on the 29th October, 1913, free of Income Tax, absorbed £2,031. 5s. 0d.

The Directors now recommend the payment of a final dividend for the six months ended 31st December, 1913, at the rate of 20 per cent. per annum, free of Income Tax, making 12 1/2 per cent. for the year; this will require £8,125. 0s. 0d.

Leaving to be carried forward £9,450. 10s. 3d.

It is difficult to make accurate comparisons between the years 1912 and 1913, owing to the dislocation caused by the boycott during the end of the former year and the beginning of the latter year, but the position in Hongkong in this connection became normal some time since, and the traffic receipts for many months past have been very satisfactory.

The Board are pleased to be able to report that the Hongkong Government contributed \$15,249 further as compensation towards the Company's losses during the boycott, making a total contribution of \$45,248.

Unfortunately, however, there is still a considerable loss incurred on the Hongkong (British) subsidiary coinage, and it is difficult to foresee any amelioration in this respect in the near future.

The Hongkong Government recently passed an Ordinance prohibiting the importation of foreign silver and nickel coinage. It came into operation on the 1st March, 1914, and the Directors hope that this will eventually have the effect of reducing the discount on the British subsidiary coinage, although they fear that the improvement will be slow.

During the year the track from Praya East to the Racecourse has been extended to the Happy Valley and was opened for traffic in February, 1914. The length of the extension is about 600 yards.

At the request of the Stockholders' Association of Hongkong arrangements are being made for the establishment of a Colonial Register in Hongkong under the control of a Local Committee in order to meet the convenience of Shareholders resident in the Colony of Hongkong.

The Directors again desire to place on record their appreciation of the services rendered by the Manager, the Agents and the Staff.

Mr. E. C. Morgan is the Director retiring by rotation, and being eligible, offers himself for re-election.

The Auditors, Messrs. Cooper Brothers & Co., retire and offer themselves for re-election.

On behalf of the Board,
E. C. MORGAN,
Chairman.

19, St. Swithin's Lane,
London, E.C.,
20th May, 1914.

Note.—If the above-mentioned dividend is approved by the Shareholders, the Dividend Warrants will be posted on the 29th May to all Members on the register on the 20th May, 1914.

THE HONGKONG TRAMWAY CO.,
LIMITED.

The following are the figures of the Tramway Co. for week ending June 6th, 1914:—Receipts \$12,474, increase \$301.

GERMAN CAPTAIN DECORATED BY
EMPEROR OF JAPAN.

Last year in December we reported that Captain E. Jäger of the German steamer *First Bulwer* of the Hamburg-America Line on his way from Shanghai to Kobe noticed on the afternoon of December 1st in the Straits of Korea a small schooner with broken masts, giving signals of distress. At once he proceeded to the spot and notwithstanding the high seas running succeeded in rescuing the three men on board of the schooner and their belongings. These men turned out to be Koreans and were found in a rather destitute condition. They were treated most kindly and when the German steamer arrived at Kobe were handed over to the Japanese authorities of that port.

The Emperor of Japan has been pleased to confer upon Captain Jäger the Japanese Medal of Merit (Kokuzo) in recognition of his service rendered in saving the lives of the three Koreans referred to.

Mr. M. Komatsu, Director of the Foreign Affairs Bureau of the Government-General of Chosen, has just sent the above mentioned decoration and the accompanying diploma to Dr. Kruger, German Consul General here, who will forward them to Captain Jäger through the Berlin Foreign Office.

To Captain Jäger, who is well known in the Far East, we offer our hearty congratulations.—*South Press*.

INTIMATIONS

BEST FOR
BABY'S SKINCUTICURA
SOAP

Assisted by Cuticura Ointment it tends to keep baby's skin clear and healthy, prevent minor eruptions, and establish a permanent condition of skin and hair health. They are unrivaled in the treatment of eczema, rashes and other itching, burning infantile eruptions.

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot. New York: 27, Chamber Street. London: E. Town & Co., 5, Abchurch Lane. N.W. 1. Cape Town: 11, Market Street. Calcutta: 11, Market Street. Bombay: 11, Market Street. Singapore: 11, Market Street. Rangoon: 11, Market Street. Hong Kong: 11, Market Street. Shanghai: 11, Market Street. Yokohama: 11, Market Street. Kobe: 11, Market Street. Manila: 11, Market Street. Cebu: 11, Market Street. Iloilo: 11, Market Street. Zamboanga: 11, Market Street. Davao: 11, Market Street. Cagayan de Oro: 11, Market Street. Zamboanga: 11, Market Street. Davao: 11, Market Street. Cagayan de Oro: 11, Market Street.

CHS. J. GAUPP
& CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB,
LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

B L WHISKIES

(GOLD AND WHITE LABELS).

IN THE TROPICS IT IS

ESSENTIAL TO DRINK A SOUND

WHISKY. THE PURITY OF B L

IS GUARANTEED AND THE HIGH

QUALITY AND FINE FLAVOUR

SPEAK FOR THEMSELVES.

SEND FOR A FREE SAMPLE.



Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized and recommended by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—
THE MEDICAL HALL,
HONGKONG.



Neuralgia, Nervous Breakdown —

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months, I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring Shattered Constitutions, and in giving back to the prematurely aged New Life and Energy.

CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by *Phosph This* or *Phosph That*, but get

PHOSFERINE

THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—
The Royal Family
H.M. the Empress of Russia
H.M. the King of Spain
H.M. the Queen of Spain
H.M. the late King of Greece
H.M. the Queen of Roumania, etc.

Prices in Great Britain: 2/6 and 4/6. Sold by all Chemists, Stores, &c.
PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.

20,000 DOCTORS
are recommending
PLASMON
ALL NOURISHMENT ARROWROOT
Because
It is "of INESTIMABLE VALUE as a food for all."—Dr. Virchow, Berlin.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark,

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and healthful preparation. To be taken on a lump of sugar.

COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drôme-France).

THE RICE-EATERS.

The Calcutta *Englishman* has the following article in reference to Sir Ian Hamilton's recent references to the "rice-eating nations":—

The greater number of Asiatics grow and live upon rice. The rice-eating tract includes the Gangetic delta, a large part of Southern India, Assam and Burma, the Malay States, Siam and Indo-China and all the Provinces of China except those in the extreme north. The Japanese live upon rice and so do all the islanders of Eastern origin in the Asiatic Seas. Although the races which eat this food differ from each other in many striking and essential characteristics they seem to have in common a tremendous vitality, for their numbers steadily increase, and in order to find room for development they are immigrating into regions which hitherto they had left alone. The migration is not solely of rice-eaters, because the latter are dragging with them a certain number of others, not rice-eaters, but allied by race or religion. For instance, Hindus and Mahomedans from the Punjab, where they eat wheat, are amongst the Asiatic immigrants who are alarming the British Colonists in Australia, South Africa, and Canada. On the whole, however, Sir Ian Hamilton was right in his generalisation that it was the rice-eating peoples whose competition was behind Australian alarm. So far the steps taken by the Colonists to protect themselves from what they believed to be unfair competition have taken the form of penal laws designed either to make living uncomfortable for the Oriental or to make the journey impossible. There has, however, been no real grappling with the problem one way or another. The stupid pains and penalties inflicted on Asiatics in South Africa are evidence only of a policy of pin-pricks which can never go very far towards settling a big question. Similarly the "continuous voyage" rule of the British Columbians designed to exclude Indians, would only be useful under certain conditions. Sooner or later, what has happened now would have happened. The emigrants had only to charter a steamer and sail direct from India and the law would have been ineffective. However, even before the Japanese steamer loaded with Hindu artisans sailed—as it is alleged, but this is a mistake—from Calcutta a technical defect in the wording of the law had resulted in its being declared inoperative. The Dominion Government then took another halting and indecisive step. It declared that owing to the conditions of the labour market the immigration of artisans and labourers from foreign ports, including even the United States, was prohibited till March 31st. A recent telegram has extended the prohibition to September 30th. The regulation about a continuous voyage has also been amended and includes a provision that every Asiatic immigrant should have at least 200 dollars in his possession.

Obviously, these are provisions which do not touch the real problem. They show sufficient hesitation on the part of the Government to induce Asiatics to take the risk of breaking them. The steamer approaching Victoria is a case in point. The passive resistance movement in South Africa was another instance of how the Asiatic is prepared to defy legislation which is not clear-cut and decisive and attempt to secure ends by devious means. The problem before the Empire is quite plain. It is, are Asiatics to be permitted to emigrate to the Colonies or are they not? We may take it that for the present China is in no position to object to whatever decision is arrived at. Japan is in the position of a Power with a great Navy. So far she has merely grumbled, but in Australia they say a time will come when her guns will speak. That is one thing to be remembered, whether Japanese are rigidly and definitely excluded or whether the policy of pin-pricks is continued. But even the Japanese attitude may be left unconsidered for the present in view of the pressing importance of the claim made by Indians that as British subjects they have the right to settle anywhere they like in the British Empire. The claim, whether right or wrong, might have been neglected twenty or even forty years ago. But to-day the Indians are in a position to bring tremendous pressure to bear upon the Indian Government, which is in turn forced to engage the Home Government. The latter is then brought up hard against the difficulty of issuing any kind of orders or advice to Colonies that have been granted self-government. It would in a sense be a disaster to the whole scheme of the Empire were any Colony deliberately to flout the Mother Country, and that is why the Colonial Secretary is always prepared to recognise half measures. Whenever matters with regard to Hindu immigration seem to be reaching a crisis despatches are sent to and from and a compromise makes the position in India itself a little worse. The Indians are not to be deceived. They know the ultimate purpose of the Colonists, and they are so well-organised that, to put the matter bluntly, the Government is afraid of them. When they agitate, they shake the country with the vehemence of their denunciations. In the Council Chamber, they bear down the apologists of the Government, and we have had the spectacle of the Viceroy himself, preferring to support the Passive Resisters rather than take the risk of being maligned in the Indian Press and on a thousand Indian platforms. We know that the Nationalists pretend to have many grievances. Here is one that from the Indian point of view is perfectly legitimate. If it should happen that the *Komagata Maru* is turned back with her shipload, there will follow an upheaval of Indian opinion

BAD LIVERS.

Not only is the Liver the largest but one of the most important organs in the human body, and when deranged it becomes the source of endless suffering. When the Liver is clogged by the inactivity of the kidneys and bowels, it becomes torpid, and fails to filter the bile from the blood, thus producing biliousness and a general impairment of the digestive system. The tongue is coated, the head aches, digestion is imperfect; there is aching of the limbs and back, feelings of fulness, weight and soreness over the stomach and liver; the eye becomes yellow and jaundiced and the complexion muddy, the urine is scanty and highly coloured, and the bowels irregular, constipation and looseness alternating. There is little use treating the liver separately, as it can never be set right until the kidneys and bowels are made active in removing the waste from the body. It is for this very reason that Dr. Morse's Indian Root Pills have always proved so wonderfully successful in curing the most chronic liver complaint, biliousness and complicated ailments of the kidneys, liver, and bowels. They reach the liver as no other remedy does.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S
INDIAN ROOT
PILLS
FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

"A Good Digestion"

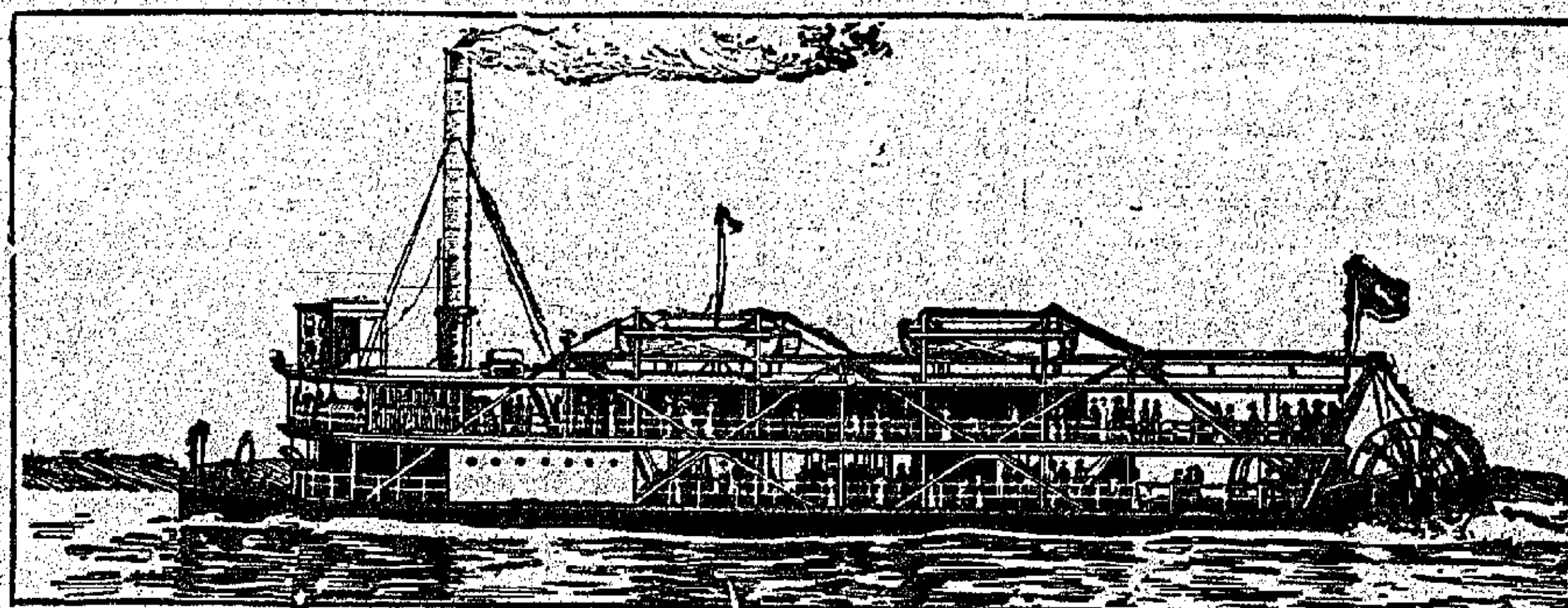
This excellent wish may be realised by taking the 'Allenburys' DIET, which affords an ideal food for those of weakened or temporarily impaired digestion. Prepared from rich milk and whole wheat—the two vital food elements combined in a partially predigested form.

Made in a Minute—Add boiling water only.

The 'Allenburys' DIET is a Food for Adults and is quite distinct from the well-known 'Allenburys' Foods for infants.
ALLEN & HANBURYS Ltd.,
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YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

8-63

which must add to the difficulty of governing the country. Every fresh pin-prick means fresh agitation in India. That is why, we think, it would be better to settle the matter once and for all. If a settlement on generous Imperial lines satisfactory to all parties is within the range of practical politics, let a Royal Commission, examining the whole question and endeavour to achieve it. Otherwise, let the Colonists come out plainly into the open and say that they will not have Indians competing with them under any conditions. There would be a tremendous explosion of anger in India; but it would be only one explosion and the Government would be prepared for it, and matters would settle down afterwards. As for the Chinese and Japanese, they must look after themselves.

SAVARESSE'S
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM.
MADE IN LONDON OF ALL CHEMISTS.

LIFE WITHOUT HEALTH IS LIVING DEATH.

BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, etc., or neurasthenia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay, a deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, high-colored water, etc., are all so many different phases of brain and nerve weakness, and exhaustion, the cause or by far the greatest portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. It builds up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. Its power is limited to the system then it permeates and penetrates to the minutest capillary, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scabs, eruptions, and glandular swellings, discolorations, roughness, itching, humors, pains and swellings of the joints, discharges, blood poison, scrofula, leprosy, skin diseases, and legs, and breaks abscesses, ulcers, wounds, sores, boils, or erysipelas neck, if properly used, and quickly removes long-standing bronchitis, asthma, and hiccups, improves the general health, and quickly removes long-standing rheumatism, and hiccups, and spasm, and all other ailments of the blood. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy to THE VETARZO-REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having the genuine VETARZO-REMEDIES CO. product.

VETARZO REMEDIES ARE SOLD BY BOOTS' CASH CHEMISTS.

The Signature.

To distinguish the original and genuine *Worcestershire Sauce* from the many imitations, see that the signature of Lea & Perrins appears in *White* across the *Red* label on every bottle.

No other sauce has such an exquisitely delicate flavour, or such a reputation among discriminating people in every part of the world.

Lea & Perrins

The Secret of the Popularity of

JOHNNIE WALKER

will be found inside every bottle.

Guaranteed same Quality throughout the World

JOHNNIE WALKER "White" Label. Over 6 years old.

JOHNNIE WALKER "Red" Label. Over 10 years old.

JOHNNIE WALKER "Black" Label. Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

To be obtained from—

KAMP & CO. SHANGHAI.
FERRIN, COOPER & CO. TIENTSIN.
THE HANKOW DISPENSARY, LTD.
HANKOW.
SEIMSEN & CO. CANTON & HONG KONG.

JOHN WALKER & SONS LTD., Scotch Whisky Distillers, GLASGOW, SCOTLAND.



GREAT SHIPPING FUSION.

P. & O. AND BRITISH INDIA.

THE FINANCIAL TERMS.

The announcement issued by the Peninsular & Oriental Navigation Company on May 22nd was in the following terms:—

"Arrangements have been concluded by the two boards, subject to confirmation by the shareholders, for the amalgamation of the P. & O. and British India Companies, by means of an exchange of stock, and a circular will be issued early next week setting forth the details of the proposed fusion.

"The arrangement provides for an exchange of British India 200 ordinary shares for 233 8s. 8d. of P. & O. deferred stock and of 200 British India preferred stock for 2100 P. & O. preferred stock.

"The companies will continue to work as separate entities, but the directors of the P. & O. Company will join the board of the British India, and the directors of the British India will join the board of the P. & O. When the amalgamation has gone through the interests of the two undertakings will be in all respects identical."

It is understood, says *The Times*, that the amalgamation, if approved, will come into effect on October 1st, and that a dividend of 23 18s. 8d. will be paid on each ordinary share of the British India Company share of the British India Company and at the rate of 31 per cent. on the preference stock of the same company for the nine months ended September 30th. The stock of the P. & O. Company which the British India stockholders will then receive will rank for dividend from the P. & O. Company as from October 1st, 1914. The new P. & O. stocks will rank equally thenceforward with the existing stocks.

For the year ended September 30th last there was paid on the P. & O. deferred stock a dividend and bonus amounting to 15 per cent., so that on this basis the holders of deferred stock of 233 8s. 8d. should receive 5 per cent., which is equal to 10 per cent. on the ordinary shares of the British India Company. The distribution on the ordinary shares of the British India Company has amounted to 10 per cent. for the past two years.

The Preference stock of both the P. & O. and British India Companies have received a dividend of 5 per cent.

As regards market prices, the 250 Ordinary shares of the British India Company have lately been quoted at about 81 (they yesterday rose in Glasgow, the principal market, to 93-98) and the Deferred stock of the P. & O. Company was quoted at the close yesterday at 300, so that the 233 8s. 8d. now Deferred stock should represent £100, a gain, on this basis, of about 19 per cent. for the British India holders of Ordinary stock.

The Preference stock of the British India Company has been quoted at about 103 and P. & O. Preference stock at about 112 1/2. The terms would therefore seem to be quite satisfactory to the British India holders.

The British India Company has an issued capital of £1,057,200 in 19,144 Ordinary shares of £50 each, and £700,000 Preference stock. There is outstanding £1,057,200 Four-and-a-Half per cent. Debenture stock, of which £657,200 was offered in July, 1913, at par, and (there are also £403,830 short-dated Debentures) are also £243,830 short-dated capital of the P. & O. Company is £3,500,000 in £2,500,000 Preferred, and £1,000,000 Deferred stock. There are authorized and issued £800,000 Three-and-a-Half per cent. Debenture stock and £1,000,000 Three-and-a-Half per cent. Debenture stock.

In a leading article on May 23rd the *Times* said:—

"Consolidations among shipping companies are becoming common, and assuming they are desirable, none could be more suitable than that now announced between the P. & O. and British India Companies. For many years relations between the two great companies have been most friendly. They are both engaged largely in the Indian and Far Eastern trades, but there has been the clash. The P. & O. has developed the mail and passenger traffic between Europe and the East and Australia, and the British India has concentrated on an enormous local trade between Indian ports. It has services between India and Australia, the Straits Settlements and the Persian Gulf and East Africa and Mauritius. It has through services between this country and Madras, Calcutta, Karachi, and Bombay, and within the past few months has put some fine new liners into these Indian services; but the company is famed chiefly for its local Eastern trade. That business represents probably about 90 per cent. of its activities, and on those routes are employed the great majority of its steamers, numbering over 120. Those who have not travelled in the East would realize that the British India is the largest individual British shipping line.

But while friendly relations have existed, limit has been set to any sort of co-operation there may have been. The companies have had their own offices in this country and throughout the East, and their own workshops, and the line, not being interchangeable, the two boards expect that many economies will follow from the amalgamation. Although the two companies are to be carried on as separate entities, yet their interests will become identical. Through booking arrangements and interchangeability of tickets are to be the first fruits of the fusion. From the economic and the greater convenience to the public it is expected that the P. & O. stockholders will benefit, while the infusion of new blood is not likely to be against the interests of the P. & O. Company. The directors of the P. & O. Company will join the board of the British India, and the directors of the British India, of which Lord Inchcape is chairman, will join the board of the P. & O.

That interchange of directors means that the new combination will be controlled by a very powerful management.

The name of the P. & O. will always be

associated with that of Sir Thomas Sutherland, who, as he announced at the last annual meeting, has for the past forty-two years written the company's annual report—a document which is generally admitted by authorities to be a very able review of conditions in the shipping industry. But a time must come when Sir Thomas cannot be expected to take quite the same interest in the affairs of the company as at present. No one would deny that the present Chairman has done a very great deal for the company, and many will hold that in all his shipping career with the British India he has given evidence of his old perspicacity. In order to provide for the necessarily lessened activities of the present Chairman, two able managing directors were elected at the end of 1912, and the management will now again be very considerably strengthened. One important point should be noted in connection with the present scheme. During the past few years rumours have been repeatedly current at various times that an amalgamation between the P. & O. and other lines was imminent and they have met with explicit and categorical denials. We understand that the present negotiations, which were conducted solely between Sir Thomas Sutherland and Lord Inchcape, did not begin until the middle of February last. During the past three months there has not been speculation in the stocks such as accompanied the unfounded rumours of the past. The secret was well kept. On Thursday there was an advance of ten points in the deferred stock, accompanied by reports of amalgamation, and in the evening the provisional agreement was concluded. Since some inkling of the arrangement had evidently leaked out it was decided at once to issue the official announcement, which had the effect of causing the price of P. & O. deferred to close five points lower. It cannot, therefore, be said that any encouragement has been given to speculation in the negotiation of the past few weeks.

THE NIPPON YUSEN KAISHA.

GENERAL MEETING.

In introducing the report and accounts for last half-year, ending March 31st, to the general meeting of the Nippon Yusen Kaisha, held at the Tokyo Chamber of Commerce rooms on the 28th ult. Baron Kondo, President of the Company, stated that the boom in the marine transport business was now declining, and that freights have come down 20 and 30 per cent. The rate on beans to Europe, which had been ruling at 40 shillings, is down to 24 shillings, and that on rice from Europe has dropped from 35 shillings to 14 or 15 shillings. This decline in freights struck a heavy blow at the shipbuilding industry. A steamer of 7,500 tons which cost Yen 600,000 or more at one time, could now be had for Yen 400,000, and even at this price no shipbuilding orders were coming. The trade depression now prevailing in Japan showed signs of growing acuteness, and he believed that the second half of the year would witness a further decline. It was a common experience in business that there were cycles of prosperity and depression, and all the Company could do was to conduct its business with great care and caution till the present depression passed away.

A shareholder expressed a hope that no political party men would be appointed directors of the Company, to which Baron Kondo replied that the board of directors was strictly observing a private rule that no director should take part in politics.

In reply to the question of another shareholder, Mr. Kato, Vice-President, stated that though an increase of capital had not been decided upon, one might be effected. The decision of the question of the shipping subsidy by the Government might necessitate a large increase of capital. He was not yet in a position to give any definite answer to the question asked.

The meeting unanimously approved the report and accounts.—*Japan Chronicle*.

FORWARD CONTRACTS.

The *N. C. Daily News* says:—Many people will sympathize sincerely with the regret with which Mr. P. H. Crossley views the repeal of the Stock Exchange by-laws governing forward contracts. It is indeed, as Mr. Crossley says, a case of sacrificing a good cause to expediency; and it only remains to be proved less treacherous than is too often its wont. At the meeting of the Stock Exchange held in April, it will be recalled, an attempt was made to amend the by-laws in such a way as to establish two classes of forward contracts—those registered, for which the Committee would take some responsibility before the public; and those unregistered, for which the Committee would accept no responsibility. A compromise of this nature would have been so manifestly absurd that the new Committee, to which the question was referred, not unnaturally felt that it would be better to sweep away altogether a system which had degenerated into pure farce. For three months, Mr. Crossley says, no forward contract has been registered, in spite of the perfectly well-known activities of members. The real crux is, of course, not registration, but the fact that registration implies the adjustment, that is, the payment, of differences between the "making up" and contract prices on each intervening settlement day. That such excellent precaution against gaming has failed is certainly less the fault of the brokers as a body than of the public. If the latter will not pay, the brokers must do so; and directly one or two brokers began to indulge their clients in this respect, the breakdown of the whole system was easily foreseen. To-day there is nothing to prevent the recurrence of another mad gamble such as in 1910; for although the old contracts "for the concerned" have disappeared, the practice of showing the actual parties

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Hongkong, 13th June, 1914.

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FASHIONS AND FANCIES.

WHITE SATIN MILLINERY.

White satin is the latest smart material for hats and toques, both of which are worn on outside by all classes of the well-dressed, the droop being invariably over the right eye, occasionally quite obscuring the vision of it. A white Toga hat is made with a crown of white satin, from which a crowd of white ostrich feather tips rises. Coarse straws are also seen in fancy colour mixtures, with the indispensable upright feather or wing. A toque in black and white coarse straw has a black wing rising at the back of the crown, and is made to fit the head very closely, entirely concealing the hair on the right side of the head, but showing it well crimped on the left.

Many toques are made entirely of ribbon, the upstanding ornaments being also in ribbon stiff wired. Others are composed of fairly wide braids crossed in and out on both crown and brim—all are small and closely-fitting, though young girls are following Princess Mary's example and wearing a rather wide-brimmed sailor shape, worn well back from the temples and almost on the neck at the back, while in some cases it is raised to show the pretty hair.

THE NEWEST CAPES.

The very latest in smart capes has the wide satin collar turned back so far as to show the décolleté bodice. One of these is worn with a pleated blue serge tunic over a black satin skirt, and is itself black satin, the turned-back collar and revers extending in long ends that, knotted together, keep the cape from falling off, and finish in pointed ends well below the waist. This cape is one of the long ones. Others are quite short. Made of white chiffon much befrilled, one of these looked summery over a white lingerie gown at a last week's wedding. It was lined with Dubarry pink crepe de chine.

But the long, sleeked coat is not vanquished. Dark blue and sand colour are the favourites for it. The revers are wide enough to cross over on the chest when the wind is cold. Sometimes there is a high collar turning back on itself, usually in satin, either black or in some contrasting colour—always black when the coat is sand colour. A navy blue gabardine coat has dull green in the collar, and a pretty-colored one has bright cerise collar and cuffs.

LINGERIE GOWNS.

Many lingerie gowns will be seen at Ascot, chiefly accompanied by white hats, the craze of the moment. A very pretty lingerie frock is in white French crepon trimmed with hem-stitching and hand embroidery. The skirt is plain, gathered in at the ankles and slightly caught up in front, where it looks like an all-round frill. The tunic portion, with its kimono sleeves, is much embroidered on the hips, and ends in two deep frills overlapping each other, and made slightly longer at the back than in front.

Another, also in white French crepon, is coat and skirt trimmed with suede crepon and also embroidered by hand with insets of Irish crochet. The coat is of bolero shape in front, with a rather deep pointed bodice at the back. It fastens with one button, below the elongated revers. Some twenty inches below the waist is the inevitable frill set on with a gauged heading, and affording the now imperative fullness round the lower part of the hips. The short sleeves are kimono shape. A tassel falls from the point of the coat at the back, and a long broad ornament falls from the waist in front.

BRODERIE ANGLAISE.

A third model was in French voile deeply flounced with broderie anglaise and with sleeves of the same to the wrists, closely outlining the arms, and a fourth is composed of striped crepon with three wide tucks placed far apart round the skirt. A small coat is in plain white crepon, and there is a band of it round the hem of the skirt, also collar and cuffs to match. It is considered inelegant to wear coloured hats or toques with these gowns, on which all kinds of trimmings are lavished, embroidery, Valenciennes, French knots, and broderie anglaise or lawn—X and Z in the *Globe*.

FASHIONS OF TO-DAY.

The Topicist of the *Singapore Free Press* writes:—

The Topicist takes his life in his hands when he ventures to print the following extract from a letter to a local lady despatched by a gay Singaporean at home. It applies most to those who will be last to see its application, unless some of their lady friends oblige by calling their attention to it.

"As to the fashions prevalent at Home, I have little to say, except that street costumes as at present worn have convinced me that the majority of women have frightfully ugly necks. The pneumonic blouse, with its ridiculous décolletage—ridiculous for this climate—has been the means of opening my eyes, and I venerate the wisdom of the older fashions which hitherto covered up such ugliness. On the other hand, there are—but you will not expect me to expatiate on these. The collarless neck, so long celebrated by poets who must have been either insincere or blind, has vanished from my dream of womanhood; its place has been taken by realities resembling the trunk of an ancient beech. The holes of the garbled elms and visions of guitar-strings and the legs of scratching poultry à la Lady Tipton. Luckily for the girls' peace of mind, they do not contemplate themselves in their mirrors with a masculine eye. The 'altogether' gives me a general sensation of the shy and timid male meeting ladies en negligé scurrying along the steamer-gangways to the bathrooms. The root idea of the costume is the bathing dress."

The Topicist disclaims all responsibility for the above; it is somewhat out of his line; so he begs any lady who desires to assassinate him to give due weight to this explanation.

MIDDLE AGE.

It's all very well this going home and I'd like to get out of the heat.

And the dear old dad would be awfully pleased if he saw me drive up the street.

For he's only got my sister now and Kitty, of course, means well.

But she's got a tongue with a nag and a tang like the note of a half-cracked bell.

And he always asks when I'm coming home, tho' he never cared much for me.

But I'm like my mother, they tell me, and that's what he wants to see.

And that's in a way, too, the reason why leave doesn't move me the least.

For to me home was always "the mother" from the first day I came out East.

And I hate the thought of a lonely house in a gloomy London square.

Where every whisper would echo the tones of a voice not there.

It's all very well to go home for a fling, when one's people are not too old.

And oneself is young, and there is no one to care how we squander the hard-earned gold.

But when you're no longer a bachelor and are looked to by others for bread,

There's not the same joyous abandon in earning a morning's head;

When you save for your children's schooling and not for some future burst.

You give up thinking that cocktails are the best way to cure a thirst.

And what have I now in common with those that I used to know?

They are not now such as I knew them, but then—it's so long ago.

They seem to have grown so narrow. It may be I'm far behind.

In politics, art or commerce, but I think I've a broader mind.

They've not been missed for a dozen years, nor will for a dozen more.

And even at home men change their friends twice twenty and two score.

Oh, it's good to think of the times we've had, and now that these times are past.

It's easy now to look back and see they were much too good to last.

I've done with youth and ambition; I've found that common sense.

May scintillate less than paradox but saves a deal of expense.

The Thames is safe from my brilliance; I shall not now see it aglow.

In the way that once I used to, when I'd dined at the Montec.

I'm content to be mediocre—to be out of the fume and the fret.

To bury all high-aspiring and, what is more, to forget.

To draw my salary monthly; to lay down the law at the club.

And behave as other cubs do when they've ceased to be known as 'cub.'

—D. A. in *Rangoon Gazette*.



"Oh! I say!
It's Good!"
Cooling, refreshing and snappy.
Montserrat
LIME JUICE
is the ideal Summer beverage.

Largest supplies have lately been shipped from London.
BOTTLED IN LONDON BY ALL LEADING BOTTLERS.

**DON'T NEGLECT
YOUR HAIR**
Your looks demand that you should take care of it, make it more beautiful, more lustrous, softer, you can easily and readily do so by using
**ROWLAND'S
MACASSAR
OIL**

which nourishes, strengthens, purifies, and promotes the growth of Fine Silky Hair. You will notice an improvement from the first time you use it. Use it for your own and your Children's Hair. Golden Colour for Fair Hair. Sold in three sizes by Stores, Chemists, and Rowland's, 67, Hatton Garden, London, E.C. 1. Avoid cheap imitations under the same or similar name.



WESTMINSTER SMOKING MIXTURE

in 4lb tins at \$1.00 per tin.

A carefully blended and delicately flavoured pipe Tobacco.

SOLD BY—

KELLY & WALSH, LTD.
KRUSE & Co.
A. S. WATSON & Co., LTD.
LANE, CRAWFORD & Co.
TURCO-EGYPTIAN TOBACCO STORE.
VICTORIA DISPENSARY.



SHIPPING IN PORT

STRAMERS.
ALBAY, American str., 1,114, E. Trisabal, 31st May—Manila 28th May, Ballast.—Marty & Co.
BANAI MARU, Japanese str., 2,369, T. Soga, 6th June—Java 28th May, General.—Order.
CROWTAR, German str., 1,115, E. Gathe-mann, 11th June—Bangkok 2nd June, Rice.—Butterfield & Swire.
COBLENZ, German str., 3,120, H. Schmitt, 11th June—Kobe 4th June, General.—Melchers & Co.
CYCLOS, British str., 5,762, D. Arthur, 10th June—Victoria 13th May, Timber and General.—Butterfield & Swire.
DAIJI MARU, Japanese str., 847, S. Takushige, 11th June—Tamsui 8th June, General.—Osaka Shosen Kaisha.
DAITEN MARU, Japanese str., 3,394, W. Nakagawa, 6th June—Chefoo 30th May, Coal.—Order.
DAIYU MARU, Japanese str., 2,393, Nasa, 4th June—Mojil 28th May, Coal.—Suzuki & Co.
DERFLINGER, German str., 5,147, F. Prosch, 10th June—Hamburg 30th April, General.—Melchers & Co.
ERVIKEN, Norwegian str., 1,012, Angelsen, 8th June—Haiphong 8th June, Cement Stone.—Shewan, Tomes & Co.
GERMANIA, German str., 5,341, C. Jensen, 4th June—Sydney 18th April, Copra.—Siemssen & Co.
HELENE, German str., 771, D. Jensen, 11th June—Touane 8th June, General.—Jensen & Co.
HOKKA MARU, Japanese str., 2,933, Kato, 27th May—Mitsui 21st May, Coal.—Mitsui Bussan Kaisha.
HOSANG, British str., 1,599, C. A. Robert-son, 10th June—Singapore 4th June, General.—Jardine, Matheson & Co.
KIND, Norwegian str., 910, Helles, 9th June—Bangkok 31st May, Rice.—Chinese.
KWANGLEE, Chinese str., 1,033, Sangster, 11th June—Shanghai 7th June, General.—Chinese.
MUREX, British str., 2,953, Smart, 30th May 30th—Bali Papan 21st May, Bulk Oil.—Asiatic Petroleum Co.
NILE, British str., 3,135, Geo. S. Lapraik, 7th June—San Francisco and Manila 5th June, General.—Pacific Mail S.S. Co.
NIPPON MARU, Japanese str., 3,424, Stevens, 11th June—Shanghai 8th June, General.—Toyo Kisen Kaisha.
PRINZ LUDWIG, German str., 5,688, F. von Binzer, 10th June—Yokohama 30th May, General.—Melchers & Co.
ONSANO, British str., 1,474, Picknell, 9th June—Singapore 2nd June, General.—Jardine, Matheson & Co.
SEANG BEZ, British str., 3,784, J. Travis, 6th June—Singapore 30th May, General.—Chinese.
SHINBU MARU, Japanese str., 3,329, Idsumi, 31st May—Kwang Yen 28th May, Steved.—Suzuki & Co.
SHINKO MARU, Japanese str., 3,308, E. Murase, 11th June—Muroran 30th May, Coal and General.—Mitsui Bussan Kaisha.
SOPHIE RICKMERS, German str., 2,330, Thierow, 8th June—Shanghai 4th June, General.—Order.
SUEVIA, British str., 2,339, Chamberlain, 11th June—Mojil 5th June, Ballast.—Dodwell & Co.
TAIYO MARU, Japanese str., 16,250, T. Fumoto, 2nd June—Weihaeiwei 27th May, General.—Mitsui Bussan Kaisha.
TAMON MARU, Japanese str., 1,842, J. Kasai, 6th June—Saigon 31st May, Rice.—Chinese.
TENYO MARU, Japanese str., 13,454, Ernest Bent, 8th June—San Francisco 8th May, General.—Toyo Kisen Kaisha.
TUSPOY, Dutch str., 3,016, E. H. Kroes, 27th May—Samarang 19th May, Sugar.—Java-China-Japan Lijn.
TUSKAS, Dutch str., 2,444, A. de Lange, 11th June—Amoy 9th June, General.—Java-China-Japan Lijn.
TUSMANIA, Dutch str., 3,901, La Booy, 29th May—Batavia 30th May, General.—Java-China-Japan Lijn.
TUSON, British str., 3,841, J. Thon-kildron, 10th June—Hamburg 31st April, Sugar.—Rickmers-Linie.
ULV, Norwegian str., 955, J. Pedersen, 5th June—Bangkok 28th May, Rice.—Chinese.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.

JUST RECEIVED:
POSTAGE STAMP CATALOGUES
FOR 1914.

Hongkong, 20th March, 1914. [503]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 888G at \$6.47
and \$7.50 per 100. SPORTING REQUIS-
ITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914. [559]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-
chants, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Imports, General Storekeepers and Ship-
chandlers. Nos. 35 and 37, HING LON
STREET (2nd St. West of Central Market).
Telephone No. 515. [45]

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "ROYAL PRINCE"
FROM NEW YORK.

CONSIGNEES of Cargo by the above
named vessel are hereby informed that
their Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Ltd., Kowloon, whence delivery
may be obtained.

All broken, chafed, and damaged Goods
must be left in the Godowns, where they will
be examined on the 15th June, at 2.30 p.m.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June will be subject
to rent.

All claims against the Steamer must be
presented to the Underwriter on or before the
10th June, or they will not be recognized.

No Fire Insurance has been effected.

ARNOLD, KARBEL & Co.,
General Agents.

Hongkong, 8th June, 1913. [807]

TOYO KISEN KAISHA.

S.S. "NIPPON MARU"

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS AND SHANGHAI.

THE above named Steamer, having
arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will
be examined on the 17th inst. at 3.30 p.m.

All Claims must reach us before the 21st
inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Underwriter.

NORDDEUTSCHER LLOYD, BREMEN.
MELCHERS & Co.,
General Agents.

Hongkong, 11th June, 1914. [121]

UNCLAMMED TELEGRAMS.

The following is a list of unclaimed telegrams
lying in the Eastern Extension, Australasia and
China Telegraph Company's office at Hong-
kong.

ADDRESS	FROM
Armed Miranda	Uberaba
Bradley (Not B. 340)	London
Aspinwall, Hongkong Hotel	Singapore
Bell	Harbin
Bradley (Not B. 340)	London
Charles	Shanghai
Fortuna Banque	Harbin
Fingthou	Hankow
Gaidenberg	Manila
Hedder, o/o Norddeut.	Hankow
Hepworth, Rags (Hankow), No. 21	Cholon
Hong Mow, Stanley St.	Manila
Jamieson, Pote	Seattle
Karlshausen o/o Leeyoon, So-	London
mond Storey, 10, Queen's Road	
Central	Peking
Kobayashi	Shanghai
Latham	Manila
Longtinam	Manila
Maunghatten	Shanghai
Nosonitzky	Shanghai
Panish, Peak Hotel	Paris
Pearman, King Edward Hotel Shanghai	
Shoon Jun	London
Smith, Kingsclere	Keelung
Tungykhain Poomen	Taipei
Vernicom	London
Weeks	Singapore
Wingyulong	Vancouver
Wong Hong Him, Base, 17	Manila
Wongruban, Wellington 103	Buenos Aires
Yonglamkoon, o/o Chop Tong	Singapore
Yoo	
54:4	Weihaeiwei

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON, COLOMBO
AND STRAITS.

THE Steamship

"GLENSTRAE"

Captain Jos. McGilivray, having arrived from
the above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.

Optional Goods will be carried on unless in-
structions are given to the contrary before
1 p.m. To-day.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on SAT. DAY, 15th June, at 10 a.m.

All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June will be subject
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th June, 1914. [802]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"PREUSSEN"

Captain H. Lübbe, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence delivery may be obtained
against Bills of Lading countersigned by the
Underwriter.

Optional Cargo will be carried on unless notice
to the contrary be given To-day.

All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 15th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:

Ex ss. "Medlenburg" from Havre.

Ex ss. "Bremen" from Hamburg.

Ex ss. "Jarl" from Abus.

Ex ss. "Björn" from Drammen.

Ex ss. "Jolo" from Drammen.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th June, 1914. [809]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFLINGER"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will
be examined on the 17th inst. at 3.30 p.m.

All Claims must reach us before the 21st
inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Underwriter.

NORDDEUTSCHER LLOYD, BREMEN.
MELCHERS & Co.,
General Agents.

Hongkong, 10th June, 1914. [5]

WEATHER REPORT.

On the 12th at 10.50 a.m.—Pressure has
increased slightly along the coast from Wei-
hai-wei to Haiphong, and from Formosa to central
Japan.

General shallow depression lies to the south and
east of Japan.

The depression remains over China.

High and low water for the 24 hours ending at
10 a.m. to-day, 0.000 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—</

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	38.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 13TH JUNE, 1914.

3 a.m. HONGKONG. 8 a.m. HONAM.
10 p.m. HONAM. 5 p.m. KINSHAN.

SUNDAY, 14TH JUNE, 1914.

10 p.m. FATSHAN. 4 p.m. HONAM.

HONGKONG-MACAO LINE.

S.S. SUI TAI Tons 1,851. S.S. TAISHAN Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH JUNE, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND CHILI	On 15th June.	
YOKOHAMA	ATLANTIQUE	On 29th June.

HOMEWARD

From	STEAMER	To SAIL
MARSEILLES VIA PORTS	POLYNESIE	On 16th June, at 1 p.m.
	V. CLOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong: 24th June. "KATHIAWAR" 17th July.
From Colombo: 17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 21st July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 20th June, 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 1st July, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOKYO EXPRESS KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., Ltd. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 13th June, 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 19000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11900 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

NILE (via Manila)	Sailing TUESDAY, 16th June, at 10 a.m.
MONGOLIA	FRIDAY, 26th June, at 1 p.m.
PERSIA (via Manila)	SATURDAY, 11th July, at Noon.
KOREA	SATURDAY, 25th July, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mouri, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—and a full entertainment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT.
THE No. 141. KING'S BUILDINGS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WED. DAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	H. Yamamoto	WED. DAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 6th Aug. at Noon.
"PANAMA MARU"	J. Kanno	WED. DAY, 19th Aug. at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept. at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, A.M.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug. A.M.
"LUZON MARU"	T. Miyata	

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	WED. DAY, 17th June, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 14th June, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 21st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"ROSHU MARU"	K. Hattori	WED. DAY, 24th June, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"ROSHU MARU"	K. Hattori	FRIDAY, 19th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Consort).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO. To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Op'ro, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To SAIL
SHANGHAI, KOBE and YOKOHAMA	"SIBERIA"	18th June.
" "	"C. FRED. LAEISZ"	3rd July.
" "	"SENEGAMBIA"	17th July.
" "	"SCANDIA"	27th July.
" "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE and PORTLAND (Or.)	"SAXONIA"	15th June.
" "	"ANDALUSIA"	2nd Aug.
" "	"BELGRANIA"	17th Sept.
" "	"BRASILIA"	12th Oct.
HAVRE, ROTTERDAM, HAMBURG and ANTWERP	"WUERTTEMBERG"	20th June.
MARSEILLES, HAVRE, EMDEN and HAMBURG	"SEGROVIA"	4th July.
HAMBURG and ANTWERP	"SUEDMARK"	6th July.
HAVRE, ROTTERDAM, HAMBURG and ANTWERP	"GOLDENFELS"	14th July.
HAVRE, BREMEN and HAMBURG	"PREUSSEN"	19th July.
HAVRE, EMDEN and HAMBURG	"EMDEN"	20th July.
HAVRE and HAMBURG	"SIBERIA"	18th Aug.
GENOA, DUNKERK and HAMBURG	"MAKROMANIA"	5th Aug.
ROTTERDAM, HAMBURG and ANTWERP	"PRISIA"	10th Aug.
HAVRE, EMDEN and HAMBURG	"O. J. D. AHLERS"	2nd Aug.
" "	"SENEGAMBIA"	25th Aug.

For Further Particulars, apply to—
Hongkong, 13th June, 1914.

HAMBURG-AMERIKA LINIE.
Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. T. Sato	12,500	WED. DAY, 17th June, at 10 a.m.
	MIYAZAKI MARU Capt. Yamawaki	16,500	WED. DAY, 1st July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 16th June, at 4 p.m.
	AWA MARU Capt. Tomimaga	12,500	THURSDAY, 2nd July, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	13,500	WED. DAY, 1st July, at Noon.
	NIKKO MARU Capt. R. Takeda	9,600	WED. DAY, 29th July, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Nomura	12,500	SATURDAY, 13th June.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamachita	12,000	MONDAY, 22nd June.
SHANGHAI, MOJI and KOBE	JINSEN MARU Capt. Terada	5,000	FRIDAY, 25th June.
KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	THURSDAY, 18th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,600	TUESDAY, 30th June, at 5 p.m.
KOBE and YOKOHAMA	IYO MARU Capt. Hirase	12,500	THURSDAY, 18th June, at 11 a.m.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[3-9-11]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANG- HAI	Leave HONG- KONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEIL- LES	Due at PLYMOUTH (London 1 day later)
P.M. Thurs.		5 p.m.	Noon.			
June 11	DELTA	June 16	June 20	MARMORA	July 18	Friday July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDEA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MAIWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Friday Oct. 28
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	"A"	"B"	"C"	"A"	265	297
	"B"	"C"	"D"	"B"	239	271
	"C"	"D"	"E"	"C"	244	276
	"D"	"E"	"F"	"D"	240	272
MARSEILLES	"A"	"B"	"C"	"A"	261	291
	"B"	"C"	"D"	"B"	235	267
	"C"	"D"	"E"	"C"	242	273
	"D"	"E"	"F"	"D"	238	270

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

EXPRESS SAILINGS						
STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	YAMA	SHANGHAI	H'KONG.	S'PORE	M'RSILLES	LONDON
	about	about	about	about	about	about
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 25	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
BRADANIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
UNION	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

